

DELEGATED OFFICER REPORT

PROPOSAL	Retention of one class E commercial unit at ground floor level and change of use of the remainder of the building to a 12-bedroom (14-person) house in multiple occupation (Sui Generis), including part ground and first floor rear extensions and construction of a mansard roof extension at 79-79A London Road Waterloo
LOCATION:	79 London Road, Waterloo, PO7 7EL
REFERENCE NO:	APP/26/00150
APPLICANT:	Mr D Brewer
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	25/06/2026
APPLICATION EXPIRY DATE:	12/05/2026
WARD:	Waterloo
CASE OFFICER:	Tina Pickup
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 The application site relates to an older style, double bay fronted, two storey building located on the south-western side of London Road, where the road is partially pedestrianised, with vehicular access restricted to buses and service vehicles. The building is currently vacant and formerly comprised two ground floor Class E units known as 79 and 79A London Road with ancillary office and commercial space on the first floor.
- 1.2 Previous modern shopfronts have been installed across the ground floor frontage, but at first floor the building retains its original bay windows, openings, decorative surrounds and pilasters etc and grey slate hipped roof. The building adjoins other commercial units – a two storey older style building at number 77 to the west (currently an estate agents) and a former bank in a more modern two storey building to the east, numbers 81 and 81A, which has been subject to recent planning permission APP/25/00096 for a second floor and rear extension enabling conversion to a 13 bedroom HMO with 2 No Class E units at ground floor.
- 1.3 The site lies within the defined Waterloo Town Centre (policy CS4) and within a Secondary Frontage (policy AL3). As such the surrounding area is a mix of commercial and residential development, with surrounding ground floor units principally retail/Class E, with upper floors a mix of commercial and residential uses.
- 1.4 The building extends at two stories to the rear with two small single storey rear additions. The site extends to Swiss Road where two existing dropped kerbs provide vehicular access to a large tarmacked rear car park. There are high brick side boundary walls and a large willow tree beyond the site, to the south. Asda lies opposite the site to the north-west.

- 1.5 The site lies outside any current or future flood zone.

2 Relevant Planning History

Lots of historic change of use applications (e.g. from office to retail), shopfront, advert applications etc, but no recent, relevant history at the application site.

But of relevance on adjacent site at 81 and 81a London Road:

APP/25/00096 - Change of use from Class E (bank) to 13No.bedroom HMO with 2No.Class E units at ground floor and associated landscaping and bin and bike stores. First floor rear extension and construction of an additional second storey with proposed external alterations to materials and fenestration. Permitted 29/12/2025

3 Proposal

- 3.1 Retention of one class E commercial unit at ground floor level and change of use of the remainder of the building to a 12-bedroom (14-person) house in multiple occupation (Sui Generis), including part ground and first floor rear extensions and construction of a mansard roof extension at 79-79A London Road Waterlooville.
- 3.2 The proposed additions and refurbishment of the existing property would result in the removal of the existing hipped roof and its replacement with a mansard style second floor, which would raise the height of the building by about 0.6m. On the front elevation this would result in the existing pitched roof bays becoming flat roofed, with 3 dormers above, set behind a small, corniced parapet. The existing ground floor shop front would be renewed, retaining its existing size and proportions.
- 3.3 The rear extension would be approximately 5m deep across the majority of the building at full height. There would be 3 dormers in the rear of the new mansard roof, aligned with first floor windows below. At ground floor the proposed extension would be across half the property, constructed up to the shared boundary with number 81, and extend a further 3m beyond the first and second floor extension.
- 3.4 The rear elevation would be stepped slightly, adding articulation. Materials would include a slate roof, lead clad dormers, painted brickwork, UPVC windows and doors, and an aluminium shop front. Details include coping stones, decorative stucco window surrounds to the existing front bays with moulded eaves and cornice etc.
- 3.5 A rear courtyard communal amenity area would be created, about 3 to 4m deep, and 10m wide. In addition, the ground floor 2 bed unit would have a its own dedicated small amenity area fenced off from the communal area. Under cover secure bike storage would be provided off this courtyard. Beyond that, the existing informal rear parking area would provide 5 parking spaces and a timber enclosed refuse area. The existing vehicular access from Swiss Road would be re-used and visibility splays and swept path analysis has been provided during the course of determining this application. A separate cycle stand would be provided for the retained commercial unit.
- 3.6 In terms of use of the building, the existing ground floor commercial unit would be truncated but retained at 73sqm. The remainder of the building would become a 12 bed (14 person) House in Multiple Occupation (HMO) with the shared living space and kitchen on the ground floor. Each of the rooms would have ensuites. The development is designed to provide high quality, professionally managed shared living accommodation aimed primarily at working professionals.

- 3.7 During the course of determining this application the number of people the accommodation would provide for has reduced from 16 to 14.

4 Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Local Plan (Core Strategy) March 2011

CS1	(Health and Wellbeing)
CS4	(Town, District and Local Centres)
CS6	(Regeneration of the Borough)
CS8	(Community Safety)
CS9	(Housing)
CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS21	(Developer Requirements)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)
DM9	(Housing)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL3	(Town, District and Local Centres)
DM18	(Protecting New Development from Pollution)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Waterlooville Town Centre SPD, 2025

Listed Building Grade: N/A

Conservation Area: N/A

5. Statutory and Non Statutory Consultations

Economic Development

None received

Planning Policy

Principle of development

The site lies within the urban area as defined by policies CS17 and AL2 in the adopted Local Plan. There is a presumption in favour of sustainable development in this location subject to other considerations.

Town Centre and Regeneration

The application site lies within the Waterlooville town centre boundary as defined by Policy CS4 and is allocated as a secondary frontage under Policy AL3. The site lies within the allocated boundary for Regeneration under policy CS6, which

supports development that positively contributes to the social, economic and physical regeneration of the borough, particularly WaterlooVille town centre.

The site is currently split into two units, 79 and 79A London Road, and has historically operated under Class E uses on the ground floor, including retail and office uses, with upper floor accommodation located above. Policy AL3 aims to retain retail frontages (previously known as A1 uses). The retention of Class E use on the ground floor and active frontage is supported by Policies AL3 and CS4.

Housing

The proposed increase in residential units will require an assessment of car and cycle provision in line with the Council's Parking SPD. The proposal should be assessed against The proposal seeks to provide a 12 bedroom HMO for 16 occupants. Housing development is supported through Policy CS9 and in the WaterlooVille Town Centre SPD, and is considered acceptable in principle, particularly due to the need for housing development in the borough. It is considered that the town centre location is a sustainable location for residential development.

Design

The proposed development features extensions to the rear of the ground and first floor and a mansard roof extension. The design of the proposal should have regard to the amenity of nearby and future occupiers and should accord with the standards set out in the Council's Design Guide SPD and WaterlooVille Town Centre SPD.

Parking

The proposed increase in residential units will require an assessment of car and cycle provision in line with the Council's Parking SPD. The proposal should be assessed against DM13 and the stated requirements, whilst taking into account the sustainable town centre location.

Conclusion

In conclusion, the proposal seeks to retain class E use at ground floor level and provide residential development in a sustainable town centre location. There are no policy objections to the proposal, subject to the detailed consideration of car and cycle provision, and the design and impact of the proposal on the amenity of the intended and nearby residents.

Landscape Team

No Landscape objection. Recommend to condition external building materials to ensure proposals are in line with existing character.

Environmental Health – nuisance & amenity team - initial response

Environmental Health (pollution) has no objection in principle to the above proposals, subject to conditioning of the following matters.

The development building is adjacent to London Road; there is therefore potential for adverse noise impacts resulting from road traffic noise unless suitable noise mitigation measures are implemented.

It is noted that development of 81 London Road has recently been approved, with acoustic glazing and alternative means of ventilation required to protect future residents from road traffic noise.

The determinant noise factor was LAFmax noise incidents. As this part of London Road is for buses only, there is strong likelihood that noise incidents through the night are resultant from buses passing by.

The survey for 81 London Road was over 24 hours, which may be representative of the environment providing there is no variation to the bus service where there are more buses on other nights.

Due to LAmax incidents being the determining factor, it is necessary to ensure that the logging interval is appropriate to capture short term noise events, to avoid potential impacts to amenity, as identified in WHO guidance.

The area is mixed use including commercial premises, the applicant must therefore demonstrate that future residents shall not be exposed to adverse noise impacts from commercial noise sources.

Due to the ongoing commercial use at ground floor, partitioning elements between commercial and residential use should provide adequate sound insulation to protect from commercial activities.

Noise Impact Assessment, Sound Insulation Testing; Noise Validation Testing; & Construction Hours conditions are recommended – *see file for full details*.

Response to Re-Consultation on Noise Mitigation Scheme

I am satisfied that the proposed mitigation scheme broadly accords with the mitigation strategy identified within the Vine Acoustics Noise Impact Assessment prepared for 81A London Road and that 79 London Road is expected to be exposed to a comparable noise environment. The proposed scheme incorporates enhanced acoustic glazing together with a mechanical ventilation strategy enabling habitable rooms to be ventilated without reliance on open windows.

Based on the information submitted, I am satisfied that the proposed mitigation measures are likely to achieve appropriate internal noise levels and that a pre-commencement condition requiring the submission of a detailed noise mitigation scheme is no longer necessary. However, my previous recommendation that a condition be imposed requiring post-completion noise testing to verify the effectiveness of the approved mitigation scheme remains unchanged.

Environmental Health – contamination team

A review of the planning history is incomplete, but a 'reasonable-efforts' search has not identified any potentially contaminating commercial land uses at the property, or within its immediate (reasonably relevant-) vicinity.

Accordingly, no objections are raised, and no conditions are proposed.

This conclusion is offered on the basis that potentially harmful contaminants that might be present within the superstructure of 79/79A London Road (e.g. especially asbestos) are regulated under separate control regimes, and with reference to NPPF'24 para. 201 are considered non-material to planning purposes, on the assumption that those controls (e.g. control of asbestos regulations 2012) will function effectively.

Housing

None received

Building Control

None received

Norse - Waste Strategy

None received

Portsmouth Water

Portsmouth Water have reviewed the above consultation request for APP/26/00150 and have no concerns regarding impacts to groundwater quality given the small nature of the development and that the site is situated on a substantial amount of clay which provides some protection for the underlying aquifer.

Environment Agency

None received

County Highways Team – initial response

Access and Parking

The Highway Authority note that this application incorporates changes to the parking layout of the site with the provision of 5 vehicular parking spaces (2 for the commercial unit and 3 for the HMO). It is understood that access into this parking area is to remain unchanged with access taken from Swiss Road. Given the sustainably accessible Town Centre location, the Highway Authority are satisfied with the parking quantum proposed however, this provision should be agreed by Havant Borough Council in their capacity as the Local Parking Authority.

12-cycle parking spaces are proposed. Given the sustainable location opportunities to encourage sustainable travel should be further encouraged. The Highway Authority recommend that an excess in cycle parking in accordance with the parking standards should be considered. No cycle parking appears to be proposed for the retained commercial unit, and this should also be provided to encourage travel to the site via sustainable modes.

Limited context of the parking layout with Swiss Road has been provided on drawing 100.01 Rev A. There is concern with the proposed parking spaces being awkward to access and requiring manoeuvring on Swiss Road to access these spaces; this would not be acceptable. Additionally, it is unclear how vehicles will egress from parking space 5 given this is tight up to the boundary of the HMO. Additional width should be provided when located adjacent to a vertical boundary. The parking space dimensions and aisle width for manoeuvring should be confirmed. Swept path analysis should subsequently be provided to show the ability of vehicles to safely access, manoeuvre into parking spaces, and egress from the site in forward gear.

Visibility splays should also be presented at the access arrangement in accordance with TG3 to ensure that the proposed parking bays and location of bins do not obstruct existing achievable visibility.

Refuse Collection

It is unclear how bins will be accessed and whether these are via Swiss Road or reliant on parking bay 1.

Parking space 1 if occupied would prevent bins from being accessed easily and likely prevent refuse collection due to the presence of the boundary wall. The 4th bin located away from the bank of 3 appears to be located within Swiss Road or on the existing pavement. Either would not be acceptable. In

the absence of wider context being provided the Highway Authority are unable to confirm. Further clarity is sought on the proposed refuse arrangements for the development.

Drag and carry distances for refuse should be confirmed to ensure these comply with that set out within Manual for Streets.

Trip Generation

No trip generation exercise has been presented and this should be demonstrated for the purpose change of use. This should compare the proposed use against the existing use to establish the full impact of the proposals on the wider highway network.

Recommendations

As such, the Highway Authority recommends a holding objection until further information has been provided which addresses the issues raised in this response.

Amended Plans and details provided and further comments received, with multiple re-consultation comments – see file for details. Final response:

The applicant has provided swept path tracking as requested in our previous response. This curtails to all 5 parking spaces on site. However, this tracking has not been provided in accordance with the guidance in Technical Guidance Note TG2: [https://documents.hants.gov.uk/transport/TG2 AlignmentDesign.pdf](https://documents.hants.gov.uk/transport/TG2%20AlignmentDesign.pdf).

The applicant should confirm the dimensions of the vehicle, as well as tracking speeds.

Recommendations As such, the Highway Authority recommends a holding objection until further information has been provided which addresses the issues raised in this response.

Natural England – following consultation on HRA AA

No objection – subject to appropriate mitigation being secured

See file for full comments

Development Infrastructure Team (CIL & S106)

CIL Liable: <http://www.havant.gov.uk/community-infrastructure-levy-charging-schedule>

Mitigation

Mitigation will be required to mitigate against the effects of:

(o) the likely impact of bird disturbance utilising the Bird Aware Solent Revised Strategy, and

(p) to mitigate against the increased nutrient load at the Solent European Sites.

Southern Gas Network

Linesearch results received

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement, as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 27

Number of site notices: 2

Statutory advertisement: n/a

Number of representations received: 1

Comment	Officer Comment
<p>How will this development help the regeneration of waterlooville town centre?</p> <p>There is insufficient parking already in Waterlooville and another HMO being agreed in addition to the old CIA alarm building development will negatively impact directly on the regeneration project. Both developments do not consider the impact on the infrastructure ie surgeries, hospitals, roads and parking. The Berewood estate has yet to be finished with an exit now on the London road near the CIA building with the impact of this traffic having not been measured. Currently several residential streets such as Hurstville Drive are being used as a rat run to the motorway meaning traffic is experienced from 5am to 12pm. The volume of traffic needs urgent assessment alongside the installation of traffic calming and a road system before additional builds are considered. There is insufficient leisure and entertainment facilities in the town to help reduce the antisocial behaviour being experienced especially in the Berewood estate. You cannot keep building more houses without considering the wider impact on the community they are being placed in. Where are the green spaces to encourage the fast degrading wildlife and habits which they occupy, where are the surgeries, hospitals and leisure facilities such as bowling, cinema etc. which would give existing residents something to do in the town especially those teenage age groups who need somewhere to go instead of causing trouble. We do not need more housing or food stores until the infrastructure has been improved.</p>	<p>Each application considered on its own merits – see section 7 below for material planning considerations</p>

7 Planning Considerations

Habitat Regulations Assessment & Appropriate Assessment

The Council, as competent authority under Regulation 63(1)(a) of the Conservation of Habitats and Species Regulations 2017 (The Habitats Regulations), has conducted a Habitats Regulations Assessment (HA) of the proposed development.

Recreational Pressure

The project being assessed would result in a net increase of dwellings within 5.6km of the Solent SPAs. In line with Policy DM24 of adopted Havant Borough Local Plan (Allocations) and the Solent Recreation Mitigation Strategy, a permanent significant effect on the Solent SPAs due to increase in recreational disturbance as a result of the new development, is likely. As such, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

The applicant has proposed a mitigation package based on the methodology in the Developer Contributions Guide. The scale of the proposed mitigation package would remove the likelihood of a significant effect. The applicant has entered into a legal agreement to secure the mitigation package in line with the requirements of the Habitats Regulations and Policy DM24.

Water quality

There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some designated sites. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Therefore, a significant effect on the Chichester and Langstone Harbours SPA, Solent Maritime SAC and Solent and Dorset Coast pSPA cannot be ruled out.

Natural England have produced 'Advice on achieving nutrient neutrality for new development in the Solent region'. This sets out a methodology to calculate the nutrient emissions from a development site. The applicant has used this methodology to calculate the nutrient emissions from the site. This calculation has confirmed that the site will emit a net nutrient load into European Sites. The Position Statement and Mitigation Plan for Nutrient Neutral Development sets out a mitigation package which will mitigate the impact that this development would have on the designated European Site. The applicant has entered into a legal agreement to secure the mitigation package.

Appropriate Assessment Conclusion

The Habitats Regulations Assessment concluded that the avoidance and mitigation packages proposed in the Appropriate Assessment are sufficient to remove the significant effects on the Solent's European Sites which would otherwise have been likely to occur. The HRA was subject to consultation with Natural England as the appropriate nature conservation body under Regulation 63(3) who have confirmed that they agree with the findings of the assessment provided the mitigation is secured. The monies and signed Unilateral Undertaking have been received.

- 7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development and density
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon neighbouring amenity
- (iv) Access and parking provision
- (v) Developer Contributions
- (vi) Biodiversity Net Gain (BNG) and Ecology

(i) Principle of development

7.2 The site lies within the built-up area as defined by Policies CS17 and AL2 of the Adopted Local Plan and as such there is a presumption in favour of sustainable development, subject to all other material considerations. In addition, the site lies within Waterlooville Town Centre and the Secondary Frontage as defined by Policies CS4 and AL3. These policies support proposals that provide main town centre uses and contribute towards their vitality and viability. High-quality, mixed-use developments that retain active ground floor frontages are encouraged. This proposal includes the retention of the existing ground floor commercial unit and would retain a shop front and associated active ground floor frontage appropriate for main town centre uses. Therefore, this aspect of the proposal would be supported in policy terms.

7.3 Planning permission is additionally sought to extend the building both upwards and at the rear and use the rear part of the ground floor and the upper floors of the building as a 12 bed House in Multiple Occupation (HMO) for up to 14 occupants. Notably Policy CS9 aims to:

- *“Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form” and*
- *“Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.”*

7.4 The proposed 12 bed HMO would result in the net gain of one dwelling unit, within the main urban area of Waterlooville, in a relatively accessible and sustainable location, making more effective use of the land, in accordance with policy CS9.

7.5 The Council's Five-Year Housing Land Supply, updated 1st April 2025, indicates the Borough's housing land supply position as 1.3 years with a 20% buffer applied. This shortfall engages Paragraph 11d) of the NPPF with its presumption in favour of granting permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits when assessed against policies in the framework taken as whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places etc.

7.6 Overall the proposal would therefore make a modest contribution to housing supply, whilst providing an appropriate town centre mixed use development, and these benefits of the proposal must be afforded weight in the overall planning balance. Together with policy CS16 which seeks High Quality Design that respects its local context, and policy CS11 that protects the Borough's landscapes, these policies align with the NPPF, December 2024, and should therefore be afforded weight in the determination of the application, as detailed below.

(ii) Impact upon the character and appearance of the area

7.7 The attached property to the north-east, Number 81 and 81a has recently received planning permission for similar alterations to be used as a 13-bed HMO with 2 ground

floor Class E units (APP/25/00096 refers). That application was designed by the same architect and there is therefore a degree of consistency in external appearance and design with the plans now proposed at number 79, whilst acknowledging the different eras, proportions, and style of host buildings. Both schemes would have a mansard style upper floor, although the current proposal at number 79, due to the larger scaled Victorian host building, would be higher by about 1.4m.

- 7.8 The pattern of development in this section of London Road is notably mixed, with two and three storey buildings of varying heights and designs. It is acknowledged that number 77 to the immediate south-west is a smaller scale, original, two storey building, and would be surrounded by higher buildings, but this is an existing relationship. The proposed increase in height is only some 0.6m which would not unduly dominate in street scene terms.
- 7.9 The retention of the buildings original bay features including stucco surrounds, fluted pilasters with moulded capitals, projecting eaves cornice etc is welcomed to retain the visual interest of the building in the public domain. Similarly, the renewal of the shop front in its original layout and proportions, with corniced fascia board, is considered a high-quality design appropriate to the town centre location.
- 7.10 From the London Road frontage it is considered the proposal would be in keeping with its context and be appropriate in scale and design to the character of the area.
- 7.11 At the rear of the site the character of the area is largely depicted by the functional rear service yards and parking areas serving surrounding commercial units. The site backs onto Swiss Road opposite the Asda car park which is a well-used public area. Therefore, the design and impact on the rear street scene is also important.
- 7.12 The proposal would change the appearance of the rear of the site from traditional red brick hipped roof building to more contemporary painted off-white/grey facades with brick banding and cornice parapet detail, beneath a grey slate mansard roof. However, given the vast differences in materials and architectural styles to the rear of the properties in Swiss Road, the proposed fundamental change in appearance and design style of the rear of the building is not considered inappropriate.
- 7.13 The proposed rear extensions, whilst significant at some 5m deep, are not dissimilar to others at the rear, where the depth of building varies considerably. Number 81 to the north-east has also recently had approved a large flat roofed two storey rear extension above the majority of its existing ground floor footprint. The proposed development at number 79 would not be as deep, and the rear design with mansard roof is considered to be of higher quality providing an uplift to the area.
- 7.14 Overall, the design, appearance, and use of the proposal is deemed appropriate in context to the main building and the local area and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core Strategy) and the Council's Borough Design Guide SPD. It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Impact upon neighbouring amenity

- 7.15 There is currently no other residential accommodation adjacent the site, although once implemented number 81 would also be a House in Multiple Occupation and as such the adjacent uses would be compatible. Opposite the site there are some residential flats above commercial units, and it is considered that the separation distance

provided by London Road would limit any cross-overlooking or loss of amenity. There would therefore be limited impact on any close neighbours.

- 7.16 In terms of wider amenity impacts it is acknowledged that some other Councils have concerns over the concentration of HMO uses and seek to limit over saturation of HMO's through policies and SPD's, to retain balanced communities. However, HBC has no policies limiting HMOs. It is not considered that just two adjacent HMO's (one with 12 rooms and the other with 13 rooms) would result in any adverse impacts on the wider community. The proposal would provide high-quality, professionally managed shared accommodation, aimed at working professionals and key workers, who would contribute to the local economy and community. The applicant is aware that an HMO licence from the Council would be required under separate Environmental Health legislation.
- 7.17 In terms of impacts on future occupiers the accommodation provided includes a large, shared kitchen, dining and living space on the ground floor, a utility on the first floor, and each room would have en-suite facilities. A shared outdoor amenity space is also provided, and the ground floor room benefits from its own small private outdoor area. To comply with mandatory HMO licensing standards, the size of a double bedroom should measure at least 10.22 sqm and in this instance the smallest room is 13 sqm with the largest being 24 sqm. The type and size of the accommodation is therefore considered to provide an acceptable standard of amenity for future occupants.
- 7.18 Each of the bedrooms would have sufficient natural light. The site is in an area of mixed residential and commercial uses, with the possibility of noise impacting on future residents from such uses. During the course of determining this application a Noise Mitigation Statement has been submitted, which is based on the previously identified strategy for the adjacent development at number 81. Since this was recent and both sites would be subject to the same noise environment this was accepted in this instance. The proposed mitigation scheme includes enhanced acoustic glazing together with a mechanical ventilation strategy enabling habitable rooms to be ventilated without reliance on open windows.
- 7.19 The Council's Environmental Health Team were re-consulted on this mitigation strategy which was considered sufficient to omit the need for the previously suggested pre-commencement condition, although a post-completion verification condition is still required to ensure adequate internal levels of noise are achieved.
- 7.20 Additionally a Construction Method Statement has also been provided at this stage which ensures local businesses and residents would not be unduly disturbed by noise, traffic, and dust for the duration of the construction works.
- 7.21 Overall it is considered that the proposal would provide a satisfactory standard of accommodation for future occupiers and would not will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the amenity of nearby occupiers, meeting the requirements of Policy CS16 and DM10 of the HBLP (Core Strategy).

(iv) Access and parking provision

- 7.22 The site currently has two dropped kerbs and access points from Swiss Road. Both would be retained and the southern one would be used as the main vehicular access point serving 5 parking spaces against the northern boundary. A refuse bin enclosure is proposed adjacent the northern access which would block the access and prevent it

from being used but would enable refuse collection vehicles and personnel to use the dropped kerb as necessary.

7.23 During the course of determining this application visibility splays have been provided to satisfy Hampshire Highways who also required tracking of the parking spaces to demonstrate that it was possible to access all of the parking spaces without turning into Swiss Road. This has been provided and it is clear that all 5 spaces can be accessed with turning on site, but Hampshire Highways have retained a holding objection just because the speed and dimension of the tracking vehicle was not provided. This detail is considered excessive for this minor application, especially considering none of this information was required for the almost identical parking and access layout at number 81 adjacent, and it is an existing parking area served off the existing access.

7.24 The site falls within Waterlooville Town Centre, which is a recognised sustainable location in public transport terms with the site conveniently located close to bus stops providing frequent and regular bus services, providing future occupiers with an accessible and realistic alternative means of transport to the private motor car. The site is also located close to shops and services, including a supermarket to the rear of the site, which lessens the need for individual travel. There is no specific guidance given within the Havant Borough Council Parking SPD (2016) for HMO developments of this type, however section 3.05 states:

“Proposals within Havant and Waterlooville Town Centres, as defined in the Havant Borough Local Plan 2036, may be suitable for a lower level of car parking provision compared to the rest of the Borough..... The level of parking to be provided must be based on the nature and scale of development, access to shops and services together with public transport accessibility. A lower level of provision must not result in displacement of parking pressure into nearby residential areas. Utilising near-site parking in dedicated car parks (not on-street parking) should be considered together with demand based measures to reduce parking pressure.”

7.25 The proposal includes 5No. parking spaces, consisting of 2 spaces for the commercial unit and 3 spaces for the HMO, as well as covered cycle storage for 12No. cycles for the HMO and 1 stand for 2 bikes for the commercial unit. Given the HMO would be managed and car ownership of potential future occupiers known and the spaces allocated to specific tenants, then it is considered that 3 spaces would be appropriate to serve the HMO. Regard is also given to the high availability of nearby long and short stay car parks for both tenants and visitors.

7.26 Overall the proposals are therefore considered to meet the guidance specified in the Havant Borough Council Parking SPD (2016) and to be in accordance with Policy DM13. Conditions to secure the provision of parking for cars and cycles are recommended.

(v) Developer Contributions

7.27 The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £80 per square metre (plus indexing) on new residential floorspace (measured as gross internal area) in Waterlooville.

- 7.28 The scheme would be Community Infrastructure Levy (CIL) liable and the appropriate forms have been submitted, confirming that the net additional internal floor space amounts to 114 sqm. A Draft CIL Liability Notice has been sent to the agent.
- 7.29 The scheme would be liable for contributions towards Nutrient Mitigation and the Solent Recreation Mitigation Strategy pursuant to the Habitat Regulations Assessment & Appropriate Assessment carried out and described earlier in this report. The following contributions are required for the development, which have been secured via an associated Section 106 Agreement:

Nutrient Mitigation	£18,565.78
Solent Recreation Mitigation Strategy	£3,949.75

(vi) Biodiversity Net Gain (BNG)

- 7.30 It is noted that this application meets the De Minimis exemption requirements relating to Biodiversity Net Gain.

8 Conclusions

- 8.1 Due to the Borough's current housing supply position, paragraph 11d) of the NPPF is engaged which gives a presumption in favour of granting permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits. The provision of 1 additional residential unit in the form of a 12 bed (14 person) HMO would make a marginal contribution to the Borough's housing need and represents a modest benefit. There would also be economic benefits arising from the construction and future spend of occupants, and a social benefit from the provision of small homes for professionals in a town centre accessible and sustainable location.
- 8.2 The mixed-use proposal would make more effective use of the site, providing an active ground floor frontage for the retained commercial unit. The development would help support the vitality and viability of the town centre, in accordance with policies CS4 and AL3.
- 8.3 The proposed extensions are considered to respect the proportions of the older style building whilst providing a more contemporary design and appearance, which would not be inappropriate to the mixed character area. There would be minimal harm to any neighbouring amenity, and an adequate standard of accommodation can be provided for future residents.
- 8.4 The vehicular access to the site is deemed to remain appropriate for the use, and the level of parking and cycle provision has been considered and for this accessible location within the town centre is considered acceptable.
- 8.5 Contributions as to the Solent Recreation Mitigation Strategy and Nutrient Neutrality would be secured by a section 106 agreement.
- 8.6 Overall it is considered that there are no identified adverse impacts arising from this development that would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole, having particular regard to key policies, and therefore the tilted balance benefit of this development prevails. On this basis it is recommended for approval subject to conditions.

9. RECOMMENDATION:

That the Interim Head of Planning be authorised to Approve with Conditions for application APP/26/00150

Conditions:

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Highways Response Note by JB architectural Design Studio

Swept Path Analysis – Proposed parking Area, June 2026

Noise Mitigation Statement by B Architectural Design Studio dated June 2026

Construction Method Statement, Rev 1, by B Architectural Design Studio dated June 2026

Future Occupiers and Management Statement by B Architectural Design Studio dated 30.07.2026

1:1250 Location Plan - Drawing Number 100.01 Rev A

Proposed Elevations - Drawing Number 100.04 Rev A

Proposed Ground Floor Plan - Drawing Number 100.01 Rev B

Proposed First Floor Plan - Drawing Number 100.02 Rev B

Proposed Second Floor Plan - Drawing Number 100.03 Rev A

Existing & Proposed Street Scene - Drawing Number 100.06 Rev A

Proposed Rear Site Plan – Parking, Visibility Splays & Swept Path Analysis - Drawing Number 100.01 Rev A

Reason: - To ensure provision of a satisfactory development.

3. The House in Multiple Occupation hereby permitted shall be occupied by a maximum of 14 residents only, and in accordance with the Future Occupiers and Management Statement (FOMS), whilst in use as a House in Multiple Occupation.

Reason: To accord with the terms of the application, nitrogen budget and technical standards, in the interests of the amenity of the occupants and local area and having due regard to policies CS11, CS16, DM10, and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

4. The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

5. The car parking, cycle parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6. The ground floor Use Class E premises shall only be open for trade or business between the hours of 08:00 and 22:00 Monday to Saturday and 08:30 and 13:00 on Sundays and Bank Holidays.
Reason: To protect the amenities of the occupiers of the HMO above and other nearby residential properties and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
7. At all times following occupation of the HMO accommodation hereby approved, all sanitary fixtures and fittings which are installed as part of the development hereby permitted shall comply with the water efficiency standards set out in table 1 of the Position Statement and Mitigation Plan for Nutrient Neutral Development (April 2023).
All measures necessary to meet the approved water efficiency calculation shall be maintained so as to ensure that no more than 110 litres per person per day shall be consumed in the development in perpetuity.
Reason: "There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.
8. No plant, machinery, or structures required for heating, cooling, ventilation or filtration purposes including kitchen exhaust systems shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority. Thereafter any plant, machinery, or structures approved shall be fully implemented in accordance with the approved details and shall be retained and maintained for their designated purpose.
Reason: To safeguard the amenities of the occupiers of the HMO above, and other nearby residential properties, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
9. The details provided in the hereby approved Construction Environmental Management Plan (CEMP) Rev1 shall be implemented in full before the development hereby permitted is commenced and retained throughout the duration of construction. The development shall only be carried out in accordance with the CEMP so approved.
Reason: To protect the amenity of occupiers of nearby premises, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
10. The development hereby permitted shall be implemented in full accordance with the approved Noise Mitigation Statement prepared by JB Architectural Design Studio, dated June 2026, unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To secure appropriate noise mitigation and sound insulation for the amenity of future occupiers, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National planning Policy Framework.

11. Prior to the first occupation of any hereby approved HMO room, the following noise and sound insulation validation reports shall be submitted to and approved by the Local Planning Authority:

Noise validation testing

A noise validation report demonstrating compliance of the HMO with the following noise criteria:

- i. Bedrooms (23:00–07:00): $LA_{eq,8hr} \leq 30$ dB
- ii. Bedrooms (23:00–07:00): $LA_{Fmax} \leq 45$ dB, not exceeded more than 10 times per night.
For the purposes of assessing compliance with the $LA_{max,F}$ criterion, the noise validation report shall demonstrate that maximum noise levels are derived from measurements capable of capturing discrete noise events, with logging intervals no greater than 5 seconds
- iii. Living rooms and bedrooms (07:00–23:00): $LA_{eq,16hr} \leq 35$ dB
- iv. Private amenity spaces (07:00–23:00): $LA_{eq,16hr} \leq 55$ dB

Internal noise levels shall be assessed with the approved ventilation strategy operating (e.g., trickle vents in the open position, or mechanical ventilation systems running). Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

Sound Insulation testing

An internal sound insulation test report which demonstrates, through on-site pre-completion acoustic testing, that the separating floor/ceiling and wall construction between the commercial and adjacent residential areas shall achieve a minimum airborne sound insulation performance of 50 dB $D_{nT,w} + C_{tr}$.

The approved development shall not be occupied until the Local Planning Authority has confirmed in writing that the details submitted demonstrate compliance with the above standards. The sound insulation measures shall thereafter be permanently retained.

Reason: To secure appropriate noise mitigation and sound insulation for the amenity of future occupiers, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National planning Policy Framework.

12. Prior to occupation, details of the hard and soft landscaping for the rear courtyard as indicatively shown on the Floor Plans shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the size and construction details of the planter, with species of all plants and shrubs, their size and spacing, to be planted and timing provisions for completion of the implementation of all such landscaping works.

The approved scheme shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following first occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with

this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

1. You are hereby requested to ensure that no works or ancillary operations associated with any demolition, excavation, clearance and construction works at the development, which are audible at the site boundary, shall take place on any Sunday or Bank / Public Holiday, nor on any other day except between the following times:
Monday to Friday: 08.00 - 18.00 and Saturday: 08:00 - 13.00.
This is in order to protect the occupants of nearby residential properties from noise and vibration nuisance.
2. In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:
Offering a pre-application advice service, and
Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

You were updated about issues, amended and additional information was requested and forthcoming, making your proposal acceptable.